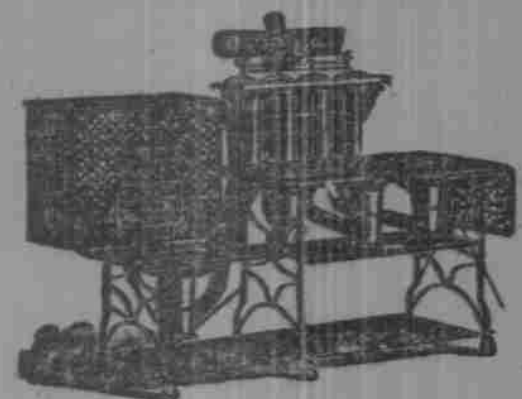


KITCHELL MARBURG



Rambler,
Eagle Altair,
Crescent,
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NEW PROCESS STOVES.

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Latest Designs.
Stock All New.

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Just received a new invoice of the latest designs in Wall Paper in all grades. Let me figure on your Paper Hanging and Painting.

F. A. BECKSTROM,
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A full and well selected new stock of clothing, men's, ladies' and children's shoes, and latest novelties in men's underwear, laundry and embroidered shirts, hats, caps, etc., at commonwealth prices.

- | | |
|--|--------|
| Children's Knee Suits at..... | \$1.50 |
| Men's Bathing and Plain Suits at..... | .25 |
| Men's Peppercorn Drawers..... | .35 |
| Men's Canvas Sewed Shoes, any style and shape..... | 1.40 |
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| Ladies' Fine Double Oxford, a patent tip, at..... | .98 |
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- We have a few Men's and Boys' Suits which we will close out at 40%.
- A nice Men's Summer Grey Suit, well made, at \$2.98.
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- Remember the name and place.

THE FAMOUS, 429 KANSAS AVE.
OPPOSITE THE POST OFFICE.

Everything

IN THE DRUG LINE

At
A. J. Arnold & Son's,
NORTH TOPEKA.

A full line of
Homeopathic Medicines.
Established 1879.



Fourth of July.

For above occasion the Missouri Pacific will sell tickets on July 3d and 4th, limited to return to July 5th, between all stations within the state of Kansas within 200 miles distance, at rate of one fare for the round trip. No ticket less than 50 cents.

All the talk in the world will not convince you so quickly as one trial of De Witt's Little Early Riser for Scalds, Burns, Bruises, Skin Affections and Piles. J. K. Jones

Webb & Harris, druggists, Bennett's Flat.

MARSHALS DEFIED.

Strikers Pay No Attention to the Deputies.

The Regulars at Ft. Sheridan Ordered Out.

WHAT WILL HAPPEN?

Public Watches and Wonders What Will be Done Next.

KANSAS CITY, Mo., July 3.—As the people of a threatened city watch the rise and fall of a river, so are the people of this country watching the great strike of railway employees. The comparison is not inappropriate. A little more bad blood, a little more intemperate advice thrown into this conflict between railroads and the men employed by them will certainly result in a flood of disaster. Already there have been numerous personal encounters, and yesterday at Chicago federal authority was defied and bloodshed was narrowly averted.

The condition is feverish. Further strain is likely to result very seriously. On the other hand there are constant rumors of arbitration and peaceful settlement. Leaders on each side realize that nothing is to be gained by radical action and seem disposed to conservatism. But despite all overtures toward an amicable adjustment of differences the situation was not improved last night. From the headquarters of the railway managers in Chicago it was said the crucial point would be raised within twenty-four hours from midnight, but all during the day there came reports of trains derailed by misplaced switches, of trains delayed, of trains tied-up and trains abandoned. Railway traffic is practically paralyzed throughout the Western and Middle states, and all other business is suffering in consequence.

While there has been no open or general conflict of forces anywhere, it has been shown, in many instances, that the city and county authorities were unable to cope with the strikers. United States troops are in Trinidad, Col., and at all have been made for troops from Fort Sheridan to protect property at Blue Island, near Chicago.

The situation, so far as the Santa Fe, the Rock Island, the Wabash, the Union Pacific, and the Missouri Pacific roads are concerned, is practically unchanged.

Early last evening it was reported that the men on the Chicago and Alton would go to work this morning. Later that report was denied. In fact, General Superintendent Gray's own car was tied up at Slater.

GENERAL MANAGERS' BULLETIN.

The Situation at Chicago from a Railroad Standpoint.

CHICAGO, July 3.—The general managers of the Chicago railroads have issued the following bulletin:

The worst reports come from the Rock Island, which was not able to move any trains on account of a crowd of 2,000 people at Blue Island, who controlled the situation, the United States deputy marshals and the Cook county deputy sheriffs being powerless to handle the mob.

On the Michigan Central the indications are that there will be considerable trouble on account of the employment of new men to take the place of the striking switchmen. The Illinois Central is still in bad shape regarding suburban business, but is moving through trains.

The Milwaukee and St. Paul is also badly embarrassed by the striking employees. On these roads occurred the most serious difficulties. Seventeen roads in Chicago are all more or less embarrassed by the strike and many passenger trains are being moved as on the Pan Handle under heavy guards of deputy marshals for mail trains and deputy sheriffs for other trains in order to get them through the strikers and sympathizers who congregate along the tracks. The railroads have not altered their position, the bulletin continues, and will not parley with the men who want to strike.

The places of men who strike will be filled as fast as possible, and force will be met with force, to the extent of asking the state for troops to keep the roads open wherever this action becomes necessary. If the state cannot afford ample protection the railroads will ask the United States government to send troops to the scene of the disturbances.

Dispatches to the General Managers' association up to 8 o'clock last night were as follows:

Chicago and Northwestern railroad has abandoned all its suburban business for the night.

Chicago, Milwaukee and St. Paul—No freight has been moved into or out of Chicago to-day. All passenger trains on time.

Baltimore and Ohio—All passenger trains, with full equipments, nearly on time. An attempt to start three freight trains was frustrated at Ninety-first street by a mob, the trainmen being forced to flee.

The Chicago and Northwestern, Elgin, Joliet and Eastern and Chicago, Milwaukee and St. Paul have issued notices to connecting lines and shippers that they will not receive any more perishable freight or live stock.

Wisconsin Central—All passenger and freight trains are running. Has about resumed normal condition.

Chicago and Northern Pacific—Suburban trains on time. Freight moving without interruption. Night suburban trains discontinued on account of danger to passengers and train crews from strikers stoning trains after dark.

Chicago and Calumet Terminal—Switch trains on time. Freight moving without interruption.

Chicago, Burlington and Quincy—The situation has changed for the worse. A large body of striking switchmen and their sympathizers are congregated at Western avenue, and

to avoid an open conflict with the mob the yards have closed down. Passenger traffic moving along with little interruption.

Atchison, Topeka and Santa Fe—Matters running smoothly at Chicago with us. Freight men are working under protection of United States marshals. All freight but live stock and perishable being received subject to delay.

A telegram from Cincinnati says that all brotherhood engineers on the Cincinnati Southern railroad have been ordered to return to work again. Chicago and Northwestern passenger traffic has been continued without interruption.

RIOT AT BLUE ISLAND.

Marshals Hooded Down and Jeered at—Freight Trains Blocked.

BLUE ISLAND, Ill., July 3.—The present outlook here is not the most prosperous for law and order. There is a very turbulent element among the strikers, especially among the employed in the different brick yards at Blue Island. These men are off for the Fourth of July, and it is the element that is most feared.

Yesterday morning a train having on board 100 deputy United States marshals, commanded by United States Marshal Arnold, came into the yards and was stopped by the strikers. A small riot followed, in which guns and knives were drawn and a general knock-down fight occurred. Deputy United States Marshal John A. Logan was stabbed in the left side with a dirk; Master Mechanic Fitzgibbon, was hit on the head with a stone and other deputy marshals were stoned and kicked. The Blue Island police were put under arrest for trying to arrest deputy marshals.

Nothing further of interest occurred until last evening, when a train arrived bearing Assistant United States Marshal Mather. Assistant Mather handed Marshal Arnold the injunction granted by Judge Woods and Grosscup, and the marshal read it aloud to the strikers. He advised them to disperse, to raise the strike and go peacefully to their homes. This was greeted with loud protestations of disfavor. Then he said: "In the name of the president of the United States I command you to disperse." This was greeted with hoots and jeers and curses for the president and United States interference with their business.

The mob was next addressed by United States Deputy Marshal Allen, who among other things said:

"Men, I again command you to disperse and let the mail trains go through. If you do not we will be compelled to call out United States troops and put your town under martial law and close all your business houses."

This was likewise hooted at. Assistant Attorney Mather then made a few caustic remarks, which were received by the strikers with cries of "hang him," and curses for the railroad. Two freight cars were then thrown across the only open line in the whole yards by the strikers, again making a complete blockade.

The deputies are refused admittance at all the hotels and boarding houses in the village and have to take their meals and sleep in the coaches and dining cars. To-day an attempt will be made to run a train hauling Pullman cars, and if that is impossible, the Fifteenth regiment, U. S. A., from Fort Sheridan may be called out.

POSITION OF THE ENGINEERS.

Grand Chief Arthur Cautions Them About the Prevalent Strike Fever.

CLEVELAND, Ohio, July 2.—In reply to numerous letters and telegrams received from engineers and other railway employees through-out the West, asking that the Brotherhood of Locomotive Engineers participate in the big strike movement, Chief P. M. Arthur of the latter organization has sent out a general reply covering all such communications.

He cautions the engineers not to let the prevalent strike "fever" overcome their better judgment, and reminds them that they are a rule working under an agreement with the various railways for a stated period.

He says the engineers have no grievances and should not be influenced by strikers to take part in a contest with which they are not concerned. Chief Arthur, however, will uphold engineers who refuse to go out with green crews, where they believe their lives will be placed in jeopardy by so doing. He advises the engineers in such cases not to strike, but to notify the company that they can not run under such conditions, and to furnish their reasons for such refusal.

AT KANSAS CITY.

Little Change in the General Situation—Alton Sends Out a Train.

KANSAS CITY, Mo., July 3.—There was but little change in the strike situation here yesterday, except that all parties were busy getting ready for the test that is expected to come in a very few days. The rumor that the Santa Fe would move freight yesterday was correct. The company did try to raise the blockade, but was unsuccessful. The attempt was not very vigorous and was known to but few. It is understood that another attempt will be made to-day with more energy.

Last evening the Rock Island and the Chicago & Alton resumed the sale of tickets to Chicago over their lines. The Alton sent out a passenger train on time last evening, and will continue the regular passenger traffic.

OUT IN ST. LOUIS.

Switchmen on Both Sides of the River Have Struck.

ST. LOUIS, Mo., July 3.—The status of the railroad strike here is that of almost complete interruption of freight traffic, while passenger trains made up by yardmasters and a number of terminal association switchmen who have returned to work are moving practically on time. On both sides of the river all switchmen have struck except those on the Wabash Western and the St. Louis, Keokuk and Northwestern. In all about 1,500

men have gone out in all the yards and perhaps 2,000 more have been thrown out in gasketed lines of labor by the defection of the switchmen and their allies.

MILITIA AT DECATUR.

DECATUR, Ill., July 3.—There has been but little change in the strike situation here except the arrival of companies of the state militia from Delavan, Lincoln and Peoria. The railroad company has apparently made no effort to do more than move a passenger train or two. Since Sunday night they have got one train out to St. Louis and one to Springfield.

Walk Out of Marceline.

MARCELINE, Mo., July 3.—The Santa Fe strike is on in full blast here. Switchmen, firemen and brakemen went out at 7 o'clock last evening and positively refuse to handle any trains. A mass meeting was held in the opera house and a lodge of the A. R. U. was instituted of 300 members.

Indianapolis is Affected.

INDIANAPOLIS, Ind., July 3.—The Big Four men to the number of 500 went out last evening. These, with the Lake Erie and Western and other strikers, will make the total number on strike here 1,500. A general strike has been ordered on all lines.

California's Blockade Complete.

SAN FRANCISCO, July 3.—At the close of the fourth day's struggle between the Southern Pacific company and the A. R. U., the strikers appear to have the upper hand. The blockade of the entire system is practically complete.

At Slater, Mo.

SLATER, Mo., July 3.—The railroad strike at this place is about the same fix as Sunday. Mail trains are not molested. Superintendent W. E. Gray and other road officials are here trying to move trains, but have not succeeded in moving any freight.

Refused to Obey Judge Riner.

CHEYENNE, Wyo., July 3.—The employees of the Union Pacific road have paid no attention to the order of Judge Riner which required them to decide by 7 o'clock yesterday morning whether they would remain in the employ of the receiver or not.

On the Wabash.

ST. LOUIS, Mo., July 3.—The statement that the Wabash has been tied up generally proves incorrect. Beyond the trouble at Decatur, Ill., the entire system is in good order, with all men at their posts.

Strike Reaches Detroit.

DETROIT, Mich., July 3.—At a meeting of 800 members of the A. R. U. and other railway employees, it was unanimously decided to inaugurate a strike on all railroads in the city.

Regulars Called Out at Chicago.

CHICAGO, July 3.—The regular troops at Fort Sheridan have been ordered to move to-day. The destination is not known at present, but is supposed to be Blue Island.

Brick-Makers Go Out.

CHICAGO, July 3.—Two thousand brick-makers at Blue Island struck yesterday and armed themselves with the intention of aiding the strikers at that point.

Out at Moberly.

MOBERLY, Mo., July 3.—The local A. R. U. decided to go out at 5 o'clock yesterday, and all trains in the yards are tied up except the mails.

No Trains From Salt Lake.

SALT LAKE, Utah, July 3.—The Union Pacific has sent no trains from here to the East or North since Sunday morning.

Tied-Up at Grand Junction.

GRAND JUNCTION, Col., July 3.—All trains hauling Pullman cars have been tied up here by order of Eugene V. Debs.

TRACK BLOWN UP.

Attempt Made to Wreck a Rock Island Passenger Train at Round Pond.

EL RENO, Ok., July 3.—A portion of the Rock Island railway track through Round Pond was blown up with dynamite yesterday. It is thought to have been the purpose of the dynamiters to wreck the passenger train, but the bomb exploded beneath the tender, wrecking it and the track.

Canadian Pacific Train Wrecked.

GREENVILLE, Mo., July 3.—The Montreal express on the Canadian Pacific railroad, due here at 5:25 yesterday morning, went through a trestle between Askwith and Moose Head. Five persons were reported killed and a number injured.

A Deficit of Nearly \$70,000,000.

WASHINGTON, July 3.—The comparative statement of the receipts and expenditures of the government for the fiscal year ended June 30, 1894, issued at the treasury yesterday, shows the receipts to have been \$296,960,336 and the expenditures \$366,593,359, which leaves a deficit of \$69,633,023.

Demolished a Saloon.

GUTHRIE, Ok., July 3.—Talsa Jack, side partner of the late Bandit Dalton, and a gang of six men, rode into Ingalls last night, and declaring that Bill Dalton had been betrayed by Saloon-keeper Nichols, proceeded to demolish his saloon. The place was a wreck in three minutes.

Bank in Wadena Assigns.

CARROLLTON, Mo., June 3.—The Farmer's bank at Wadena made an assignment yesterday. Judge Kimble of this place was named as assignee. Poor collections the cause.

UNION PACIFIC ROUTE.

FOURTH OF JULY EXCURSION.

The Union Pacific will sell tickets to points within 200 miles at one fare for the round trip. Tickets on sale July 3 and 4; good returning to and including July 5th, 1894. A. M. FULLER, City Agent, 525 Kansas Avenue.

Ring up American Steam Laundry, tele. 341, and have them call for your laundry.

American Steam Laundry, 112 West 7th street, tele. 341.

THE PUBLIC DEBT.

It Has Increased \$50,000,000 in the Past Year.

We Are Owning More Fast Under This Administration.

ONE BILLION OF DEBT.

Decrease of Cash in Treasury Last Month \$269,890.

WASHINGTON, July 3.—The statement of the public debt shows the interest bearing debt on July 1 to have been \$935,041,890, an increase for the fiscal year of \$50,004,790 and for the month of \$50. The debt on which interest had ceased since maturity was \$1,851,240; debt bearing no interest, \$380,004,036. Aggregate of interest and non-interest bearing debt \$1,016,897,816, an increase for the year of \$45,468,050 and a decrease for the month of June of \$18,703.

The certificates and treasury notes, offset by an equal amount of cash in the treasury, aggregate \$915,335,890. The cash statement shows gold in the treasury, \$131,217,433; silver, \$113,298,709; paper, \$113,627,388; bonds, minor coins, etc., \$17,395,263, aggregating \$774,538,965, against which there are demand liabilities amounting to \$956,954,539, leaving a cash balance of \$117,984,436, of which \$64,873,024 was gold reserve. The decrease in cash in the treasury for the month was \$269,890.

HOUSE PROCEEDINGS.

Difficulty of Holding a Quorum in the House.

WASHINGTON, July 3.—The house held a brief session yesterday, and on account of the difficulty of holding a quorum nothing of importance was done beyond the passage of the senate bill extending the time within which the Oregon and Washington bridge company may construct a bridge across the Columbia river; house bill to amend Section 3 of the act to regulate liens arising out of United States court decisions, and a resolution directing the commissioner of labor to investigate the question of the work and wages of women and children. Before 2 o'clock the house adjourned until Thursday.

SLEEPING CAR OWNERSHIP

Representative Brickner Introduces a Bill Aimed at Fallman.

WASHINGTON, July 3.—Representative Brickner of Wisconsin introduced a bill in the house aimed at sleeping car monopolies. It is as follows:

"That on and after January 1, 1895, all railroad companies engaged in interstate commerce shall own or by lease control all sleeping cars on their roads or branches operated or controlled by them.

"All railway companies which fail to comply with this act and use sleeping cars upon their roads not their own by lease or otherwise, shall be subject to a fine of \$10 a day for each and every car so used."

CAUGHT AT A CROSSING.

Two Persons Killed by a Rock Island Train at El Reno.

EL RENO, Ok., July 3.—John Malette and his mother-in-law, living ten miles northeast of El Reno, were both killed yesterday by the 3 o'clock north-bound Rock Island train just after the train had pulled out of the El Reno depot. Malette was driving east across the track and thought to get across safely before the train reached him. His mother-in-law was terribly mangled and instantly killed, but Malette lived some hours afterward, though badly crushed and insensible.

Suicide by Hanging.

MANHATTAN, Kan., July 3.—Yesterday morning at about 4 o'clock Henry Harrison, an old and respected resident of this city, committed suicide by hanging himself with a leather halter.

Deafness Cannot be Cured.

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure Deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube gets inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free. F. J. CANNER & Co., Toledo, O. Sold by Druggists, 75c.

Racing Matinee.

There will be yearling trots and paces, two and three-year-old trots and paces, gentlemen's riderless class trots and paces, and a free-for-all race at the Racing Matinee, July 4th, for the benefit of Christ's hospital at the Fair Grounds. Admission 25 cents.

Cleveland, Ohio, and Return—Tickets.

The Santa Fe has arranged to extend the time limit on their round trip tickets to Cleveland, Ohio, until September 15. See Rowley Bros. for particulars.

Any One

Who has horses they wish to enter at the racing matinee July 4th at the Fair Grounds should leave their names with Albert Parker, 727 Kansas ave. Enter your horses and help the Christ's hospital fund, it costs you nothing to enter.

No Griping, no Nausea, no Pain, when De Witt's Little Early Riser are taken. Small Pill. Best Pill. Best Pill. J. K. Jones.

232 calls up the Peerless

BUCHANAN A BANKRUPT.

His Books Have Been Successful, but His Plays Were Uniformly Unprofitable.

Bankrupt authors are no novelty in London, but when a man like Robert Buchanan, who has been for 30 years a popular poet, for 15 years a professional playwright, becomes insolvent it causes special wonder. Mr. Buchanan is an unusually gifted man, and his literary work, which has been prodigious in volume and uniformly good in quality, has been quite profitable.

His plays, however, have been less successful, and his recent appearance in the bankruptcy court is probably due to ill considered dallying with the drama. Our London dispatches attribute it partly to the failure of the play "A Social Butterfly," which he wrote in collaboration with David Christie Murray, and which was lately produced at the Lon-



ROBERT W. BUCHANAN.

don Opera Comique with Mrs. Langtry in the leading part. The critics were very severe on the production, and Mr. Buchanan, in turn, was very severe on the critics, but the public would not accept the play.

Mr. Buchanan has turned out a large number of plays during the past 10 years, and most of them have been failures, partial or complete. He has secured a few successes, however, notably "Alone in London," a melodrama well known in this country, and "Sophia," a play founded on Fielding's "Tom Jones," which ran for several hundred nights at the Vaudeville.

Robert William Buchanan was born in Staffordshire, England, in August, 1841. His father was first a socialist missionary and afterward proprietor of a newspaper in Glasgow. Robert was educated at the high school of Glasgow and Glasgow university and in his father's newspaper office. In 1861 he went to London and secured employment on the newspapers, and his pen has been busy ever since. His first volume of poems, "Undertones," appeared in 1860 and was followed by others in rapid succession, which soon established his reputation as "one of the minor chorists of Victorian song." His first novel, "The Shadow of the Sword," appeared in 1876, and the list of stories which followed it is too long to here enumerate.

It is safe to predict that Mr. Buchanan's financial difficulties will not interrupt his literary activity, for his pen is as versatile and his mind as vigorous as ever, and his is a spirit that cannot be conquered by adversity.

Asbury Park, New Jersey, and Return.

TICKETS SOLD JULY 5-8-7. The Santa Fe has arranged to extend the time limit on their round trip tickets to Asbury Park until September 1st. Go by one route and return by another east of Chicago if you wish. See Rowley Bros. for particulars.

"There is a Salve for every wound." We refer to De Witt's Witch Hazel Salve, cures burns, bruises, cuts, insect bites, as a local application in the nostrils, cures catarrh, and always cures piles. J. K. Jones.

Small in size, great in results: De Witt's Little Early Riser. Best pill for Constipation, best for Sick Headache, best for Sour Stomach. J. K. Jones.

In Despair

Heart Palpitation, Rheumatism, Neuralgia and Catarrh

Read What Hood's Sarsaparilla Did for a Complication of Diseases.



Miss Maggie Boyer

"C. I. Hood & Co., Lowell, Mass.: Gentlemen—I am so thankful to Hood's Sarsaparilla that I make this statement for the benefit of others who are suffering."

"I have been troubled with rheumatism, neuralgia and palpitation of the heart for nearly four years. Last August I had a severe attack of malaria fever which aggravated my old troubles, and I also had catarrh. I was in a dreadful condition and suffered very much. I seemed to find no relief till I began using Hood's Sarsaparilla and Hood's Pills. I have taken

three bottles of Sarsaparilla and am a great deal better in all respects. I feel but little of the rheumatism, neuralgia and palpitation, and do not have catarrh half as much as I did before. I will soon be perfectly well. I feel nothing of

That Tired Feeling but feel I am gaining strength right along. My appetite is immense. I am well enough so that I can do almost all kinds of housework." Miss MAGGIE BOYER, Sedgewick, Kansas.

Hood's Sarsaparilla Cures